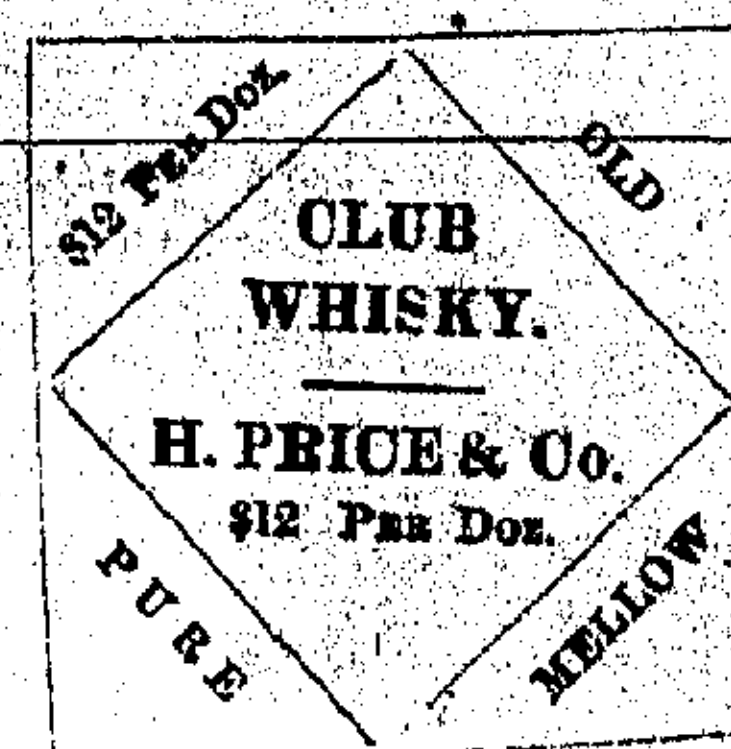


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# Hongkong Daily Press.

ESTABLISHED 1857.



No. 13,421 號壹十式百肆千壹萬第 日捌十式月正年柒十二第光 HONGKONG, MONDAY, MARCH 18TH, 1901. 壹陸兩 號捌十月叁千壹第 九百壹千零一 PRICE, \$2½ PER MONTH

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Hamburg, will ESTABLISH their own  
OFFICE at Hongkong, Queen's Building, on  
the 1st of April.  
The undersigned have been appointed local  
managers.

**HAMBURG-AMERIKA LINIE,**  
Hongkong Office,  
K. OLDORP,  
W. von JANSON, } Managers.  
Hongkong, 15th March, 1901.

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A FIRST CLASS HOTEL of 45 Bed-  
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Special Attention paid to the Comfort of  
Guests.  
Cuisine excellent; under Experienced Ma-  
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Terms Moderate.

**A. FONSECA,**  
Manager.  
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Mail Steamers disembark Passengers, and from  
which there is a regular ferry service to Hong-  
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The Cuisine is Excellent.  
**J. W. OSBORNE,**  
Proprietor.  
Hongkong, 8th September, 1900.

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**J. W. KEW,**  
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Hongkong, 18th December, 1900.



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HONGKONG DISPENSARY.

ESTABLISHED A.D. 1841.

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All letters for publication should be written on one side of the paper only.

No anonymous signed communications that have already appeared in other papers will be inserted.

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## The Daily Press.

HONGKONG OFFICE: 14, DES VŒUX ROAD CL. LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 18th March, 1901

ONE of the most useless tools in the whole magazine of diplomacy is certainly the protest, yet it is perhaps the one most frequently used. Russia has been quietly acting in Manchuria as if it belonged to her, and England, Germany, and Japan, we learn, are "protesting," and, adds the telegram, it is unlikely that China will be deterred from completing her proposed convention with Russia. Why should she? England has been protesting for the last forty years, and China has been snapping her fingers at her protests, and why should she now rate them at any higher figure? On the other hand there are certain drawbacks attaching to protests, inasmuch as they point out to the unfriendly state just such things as one considers most inimical to his own interests. The history of our communications with China from the very first was of this nature. When Sir John Bowring protested against the disabilities put upon Hongkong-owned vessels he unwittingly let the Viceroy at Canton into a secret by showing him how he could most effectively injure British trade. The Viceroy was not long in learning the lesson, and carried its teachings only a little too far, bringing on thereby the Second China War. These feeble protests against China signing Li Hung-chang's Convention, which would relinquish the whole of Manchuria to Russia, are of a similar nature. If we sought for a method of informing China what we really reckoned most important, we could not have lighted on a more effective means. China has been somewhat in doubt as to our earnestness with regard to pressing the little affair about the murder of a minister and a missionary or two. We spoke pretty big, it is true, but we have accustomed China to that sort of thing; so that China's advisers have good

reason for the remark: "Words, mere words, I assure you, Madam," and our friend the Dowager Tsz-ai has heard that sort of thing so often that she has come to place much the same value on it. Unconsciously this little protest has let the cat out of the bag, and shown our amiable hosts where the shoe most pinches. There is no insincerity about the protest; it is the wind-up of a series of goodpricks which has momentarily evoked a grunt from the patient ox, and disclosed the most tender point of his skin. The party which was sufficiently hostile to try on its amiable plot of getting rid of the barbarian by direct violence has now learnt a much more ready method; it does not love him any the better that he is prosecuting its leaders in the Court of Nations, so it has engaged the big bully for the defence, and the sufferers have protested. The curious portion of the thing is that the prosecutors fail to see that they have afforded China the information she was most in need of; the very fact that the protest has been evoked against her little game with Russia is a clear admission that she has at last touched the tender point; and yet our Governments are simple enough to believe that their protest will induce her to pitch her new found champion overboard. JOHN CHINAMAN is not the bird to be caught by such palpable chaff. Our wise Governments have shown him the course, and he would be a very degenerate Son of HAN did he fail to take advantage of the false move. The sooner England, Germany, and Japan awake to the fact that if they wish to get out of the mess into which they have allowed themselves to be inveigled something very much more effective than protests is required the better.

The Volunteers again turned out on Saturday last by way of rehearsal for the inspection on Saturday next.

Yesterday being St. Patrick's day there was a liberal display of green ties, etc., on the part of the natives of the Emerald Isle.

To-night the Hongkong Volunteer Corps co-operate with the troops in the garrison in a night attack. The men will parade at Headquarters at 6.30 p.m.

One coolie was killed and another injured yesterday forenoon by the fall of a great quantity of loose material at the building now being erected opposite Douglas Wharf.

The weekly prayer meeting in connection with the Hongkong Christian Union will be held in the Music Room at the City Hall this evening at 5.15 o'clock. The Rev. G. J. Williams will preside.

Last week 14 cases of bubonic plague and 11 deaths were reported in the colony, against 14 cases and 15 deaths for the previous week. The total number of cases reported to date is 52, with 42 deaths.

A special meeting of the Hongkong Sanitary Board will be held at noon to-day for the purpose of considering what steps shall be taken to deal with the outbreak of small-pox in the colony. Last week 16 cases and four deaths were reported, against two cases and one death for the previous week. The total number of cases reported to date is 31, with 14 deaths.

The Government Gazette announces that His Excellency the Governor has been pleased to appoint Mr. William Chatham to be Acting Director of Public Works, Water Authority under the Water Works Ordinance, 1890, and Acting Chairman of the Water-works and Recreation Ground Committee, during the absence on leave of the Hon. Robert Daly Ormsby.

At about one o'clock on Saturday afternoon a fire broke out on the steamer *Coburn*, anchored off Yuenai. As the outbreak showed indications of proving serious, signals for assistance were hoisted, in response to which boats put off from the different warships in the harbour. With their help the fire was eventually subdued, but not before rather considerable damage was done, the amount of which has not yet been ascertained. Messrs. Dowell & Co. are the agents for the *Coburn*.

A book of travel in Tibet and Chinese Turkestan will be published this month in London. The author is Captain Deasy, a son of the late Lord Justice Deasy, of the Irish Bench. The task of surveying Western Tibet and Chinese Turkestan was an arduous and difficult one. A testimony to this is the fact that he occupied Captain Deasy three years. He was twice frost-bitten when surveying in the Pamirs in mid-winter. Another time an attempt was made to murder him as he was returning to Peking from the mountains.

On Saturday night *Sax Toy* was produced for the third time by the Dallas Musical Comedy Company before a full house. This charming piece went with the same swing as on the two previous nights, and gave general satisfaction to all those who witnessed it, as evidenced by the applause and numerous floral tributes presented to Misses De Worms, May Norton and Hattie Paul. Mr. Harold Godwin as Yen How was made the recipient of a silver-mounted walking stick for his rendering of the song "I will introduce it into China." To-night and the two following nights *The Belle of New York* will be staged, and *Madge Grey* will appear for the first time this season. The booking has been going on very briskly, and another crowded house is expected.

A telegram has been received from Hongkong stating that Hongkong has been declared infected.

The *Moscow Gazette*, in asking for the establishment of a permanent Russian administration, says: "This is the only way in which we can fulfil our historic mission without imposing an intolerable burden on the Treasury."

The steamer *Kieff*, belonging to the Russian Volunteer Fleet, which sailed on 14th ult. for the Far East, took 1,000 recruits from the Central Polish districts. Four hundred of the men are for Port Arthur, and the remainder for Vladivostok.

A New York despatch says:—General Chaffee will, it is understood, leave Peking for Manila next April, and succeed General McArthur in the command of the Philippines in May. This arrangement is contingent on the pacific course of events in China. Judge Traft, now chief of the Civil Commission in the Philippines, is designated as first civil governor.

Captain Engelsman, of the *General Pat*, one of the Dutch Royal Packet Navigation Company's vessels, has succeeded in a difficult enterprise—that of conveying a bird of paradise alive from New Guinea to Batavia. The bird was in excellent condition on arrival. It is the common bird of paradise (*paradisus papuanus*), and is a very welcome gain to scientists.

By order of the French Minister of Marine, Admiral Besson last month despatched the packing cases containing loot, sent to Marseilles by General Frey, and two gilt bronze lions, on barges to Toulon. That loot has been shipped on board the *Vieh-Long* for China, addressed to General Voiron, Commander-in-Chief of the French Expeditionary Corps, in order to be restored to the Chinese Government. There still remain sixty packing cases at Marseilles, but they are said to contain objects which are the personal property of General Frey.

Take France, for instance. Her expenditure upon the navy exceeds 13½ millions sterling, yet her total sea-borne trade reaches only 328½ millions, and she has not the same overseas colonies to protect. Similarly, in Italy the expenditure on the navy is over 4½ millions, while the sea trade reaches only 72½ millions. That is to say, her naval outlay is over one-sixth of that of the British, while her trade is only one-eleventh part as great. In Germany the naval expenditure is 6½ millions, but the sea-borne trade is not known. Certainly, however, the proportion is smaller than the British. In the United States over 9½ millions is spent on the navy, which has to guard 413½ millions worth of trade. The Russian naval expenditure is 8½ millions, while the sea trade reaches only 84½ millions sterling.—*Naval and Military Record*.

The result of "closing the open door" at Vladivostok on the 14th January has not been long in making itself felt by the inhabitants, and, in fact, throughout the neighbouring region. It transpires, writes the St. Petersburg Correspondent of the *Globe*, that a project for taking this step was drawn up by Russia before the war broke out with China, and the local traders are of opinion that the Imperial authorities could have afforded very well to wait a little longer, as in consequence of the war many changes have come about in the Far East, and the commercial situation at Vladivostok and in the Usuri Territory is in a very precarious condition. If Russia has been actuated by a desire to drive the Chinese out of Vladivostok, it has been fairly successful, for it is reported that many of the Chinese traders have closed their shops and warehouses, because they can see no prospective advantage in dealing in goods the prices of which have been raised so considerably by the new import duties. Already there is a fabulous rise in prices, especially in clothing. This action of Russia is all the more remarkable, as negotiations have been taken in order to provide for a supply of goods from European Russia to take the place of the goods of foreign extraction henceforth subject to heavy import duties.

The Court of Inquiry which investigated, at Port Elizabeth, South Africa, the circumstances of the stranding of the transport *Suffolk* attributed blame to her captain, whose certificate was suspended for six months, and also to the second officer, the Court adjudging that the master's certificate held by this latter be cancelled. Although not a member, the Merchant Service Guild made a special appeal on behalf of this officer, whose punishment they felt was "altogether too drastic and out of all proportion to the neglect which the Court attributed to him" and that "criminal negligence—which was not alleged—would hardly merit such a punishment which takes away the officer's means of livelihood and leaves him with a wasted career and a blighted future." The Guild also took occasion to state that "the Court was not constituted in a fair or just manner in so far as the officers implicated were concerned, and was not in accord with the expressed opinions of the Board of Trade, that on Courts of Inquiry abroad there should be two Assessors with experience in the Merchant Service." The Guild reiterated their protest against officers of the Royal Navy acting as "members of Merchant Service, of which they have had no practical experience," stating, at the same time, that "such a practice has been stopped by the Indian Government, whose example it is trusted will be generally followed." The Board of Trade have replied that they have caused a second officer's certificate to be issued to the late second officer of the *Suffolk*.

## TELEGRAMS.

"DAILY PRESS" SERVICE.

[FROM OUR CORRESPONDENTS.]

## THE CRISIS IN CHINA.

LONDON, 16th March, 11.15 p.m.

## ANGLO-RUSSIAN DIFFERENCES AT TIENTSIN.

The Government considered it unnecessary to send special instructions as to the friction between the British and Russians at Tientsin respecting the construction of a siding on the railway line.

## THE RUSSIANS SEIZE THE RAILWAY SIDING.

The Russians have seized the siding; the British hesitating to act.

Colonel Barrow is consulting with Sir Ernest Satow on the situation.

## GENERAL NEWS.

LONDON, 16th March, 11.15 p.m.

## THE ATTACKS UPON LORD WOLSELEY.

## HIS LORDSHIP MOVES IN THE HOUSE OF LORDS.

Lord Wolseley, speaking in the House of Lords, suggested that the object of the personal attacks made upon him is to throw upon him the mistakes of the Government.

He demanded the production of the papers said to prove the allegations made against him, but a motion with this object was defeated.

Lord Rosebery characterised the discussion as the most painful he had ever heard.

## THE COTTON MARKET.

American Cotton is weak and irregular.

## TEA AND RICE.

Tea and rice are quiet.

## OUR LATE QUEEN—THE COST OF THE FUNERAL.

It is announced that the cost of the late Queen's funeral was £35,000.

## THE ROYAL VISIT TO AUSTRALIA.

The Duke and Duchess of York left for Australia yesterday.

## REUTER'S SERVICE.

LONDON, 14th March.

## THE KING'S CIVIL LIST.

The Government's proposals for the King's Civil list are based on an estimate of £375,000. The proposals contemplate the substitution of the Royal Foxhounds for the Royal Buckhounds.

## THE BUDGET.

The papers estimate a deficit in the budget of £264,500,000.

LONDON, 14th March.

## THE POWERS AND THE MANCHURIAN AGREEMENT.

The question of the Manchurian Agreement continues to engage the attention of the Chamber of Commerce. The United States, even without official confirmation of the conditions, opposes it, because a secret and independent arrangement with one Power is calculated to lead to a partition of China, and they have instructed Mr. Rockhill to control to the utmost the demands for reparation lost excessive demands on China should jeopardise resistance to the Manchurian Agreement.

LONDON, 15th March.

## BRITISH SOUTH AFRICA.

De Wet has reached Senekal.

General French has made a further great haul of stock, carts and ammunition, with a loss to the Boers of 192 killed, wounded and prisoners.

## THE WAR OFFICE CONTROVERSY.

The House of Lords has rejected by 62 to 38 a motion of Lord Wolseley calling for papers regarding Lord Lansdowne's allegations.

## LATEST STEAMER MOVEMENTS.

The silk of the C. P. R. steamer *Empress of India* arrived at New York on the 14th inst. The Imperial German Mail steamer *Kong Alert*, carrying the German Mails with dates from Berlin of the 18th February, left Singapore on Friday, the 15th inst., at 2 p.m., and may be expected here on or about Wednesday, the 20th inst. a.m.

The N. Y. K. steamer *Bingo Maru* (European Line) left Kobe direct for this port on the 15th inst., and is expected to arrive here to-day.

The A. P. M. steamer *Empress of Japan* arrived at Shanghai at 7.30 a.m. on Saturday, the 16th inst., and left again at 5 p.m. for the same day for Nagasaki, where she is due to arrive at 8 a.m. to-day.

## MYSTERIOUS SHOOTING AFFAIR AT THE ARSENAL.

A REPORT SHOT.

Some little commotion was caused in the neighbourhood of the Arsenal on Friday night by the sound of three rifle reports with a short interval between the first and the second and third. The haviour of the 22nd Bombay Guard at the Ordnance Yard at once turned out his men, and enquiries were set afoot to ascertain the cause of the unusual sounds, which seemed to come from the entry on guard just inside the gate. On reaching that spot a spy was found stretched out on the ground on his left side, with his rifle just a few inches to the right of him, unconscious. He was picked up and taken to the Station Hospital, when two bullet wounds were found on the left side, one of them in the region of the abdomen. Everything possible was done for him, and although he did not regain consciousness it was thought advisable to remove him to the Kowloon Hospital on Saturday, where he now remains in a precarious condition. How the man received his injuries still remains a mystery, but the theory advanced by the military authorities is that they were self-inflicted, a conclusion borne out by all the circumstances. An enquiry into the affair is summoned for this afternoon at the Ordnance Office.

## FOOTBALL.

SEMI-FINAL FOR THE SHIELD.

The semi-final stage in the Shield competition was reached on Saturday, when the 15th Company (Siege Train), Southern Division, Royal Garrison Artillery, met the Victoria Recreation Club on the ground of the Hongkong Football Club at Happy Valley.

The weather was fine and the ground in good condition, and with a large crowd of spectators lining the ropes everything promised well for a good match. The Siege Train were easily the favourites, but the "Vics" have greatly improved on their form of last year, and were expected to make a good show. The referee's whistle saw the following players line up:—

V. R. C.—Goal—Gidley; backs—Fittcock and Duncan; half-backs—Loureiro, Lapaley, and Howarth; forwards—Seth, Yule, Brett, Herton, and Henderson.

Siege Train.—Goal—Field; backs—Moorhouse and O'Brien; half-backs—Harrman, Nicol, and Suttie; forwards—Gettings, Cleve, Phin, Blair, and Bond.

The Siege Train kicked off facing the west goal, and in less than half a minute had the ball netted. The goal was a very easy one, the "Vics" defence, who evidently did not expect a visit from their opponents quite so soon, entirely failing to repel an attack that could have been turned. Two minutes later, following play from the centre kick, the "Vics" goal was saved just in time by a foul for off-side against the Siege Train. Seth took charge when the ball left Duncan, and carried the field into Siege Train territory. Suttie stopped the rush, and centred. Phin took up play, and passed judiciously to Cleve, inside right, who tried a long shot for goal. Gidley met the ball, but although he sent it well out the Siege Train forwards captured in centre and again forced the play. A scrimmage in dangerous proximity to Gidley's charge found relief in a second free kick against the Siege Train on the same grounds as the first—offside, Blair being the offender. Even with this advantage the "Vics" found themselves hemmed in in their own territory, which was not ultimately cleared until the latter was sent past.

The result of the game was now a foregone conclusion, the "Vics" up till now never having had even a look-in against the Siege Train, whose backs lay up to the centre mark most of the time. A foul against Henderson, outside left, resulted in the Siege Train securing a corner, which remained unconverted. Bond topping the net and giving away a good opening. Yule took up play from the goal kick, and was successful in getting past the halves. Moorhouse, however, settled matters by the simple expedient of footing the ball to Field, who sent it back into centre. The "Vics" were showing up excellently now, and, contesting pluckily, again got the ball, Seth taking charge. A series of timely passes between him and also again brought the "Vics" forwards up to the Siege Train backs, but Moorhouse turned the attack by a strong header. Duncan saved a dropping shot from centre in business like style, and play on their left wing resulted in a throw-in for the "Vics." They were unable to get away, but a satisfactory situation was this time relieved by Fittcock. This gave the "Vics" their chance, and they took advantage of it. The break ended abortively by Brett heading past. Thus play went on till half-time, when the game stood—Siege Train, 1; V.R.C. 0.

Only one during this half was the Siege Train goal in what might be called danger. O'Brien, missing a shot from Seth—who came along strongly on the right wing—and hard pressed, by that player, thought to remedy the situation by following the example set by Moorhouse in the earlier stages of the game—sending the ball over to Field, the custodian. He did not kick hard enough, however, and Seth, darting round, made a dash past O'Brien. Field got to the ball just in time, and only a pace or two before Seth, who, with luck on his side, would otherwise have evened the score.

On resuming after an interval of five minutes, the Siege Train forwards repeated their tactics at the beginning of the game by carrying operations almost directly into their opponents' territory. A similar result did not attend the attack, however, the ball being sent past. Half a minute later Gidley, asked a shot from the wing, and the Siege Train, promptly following up, netted the ball a second time. A throw-in

on the "Vics" left wing followed from the centre kick, and Nicol, getting in front of him, struck the ball deliberately with his hand when the other player seemed likely to capture. This incident was unnoticed by the referee, but a second or two later Gettings did exactly the same thing when tackled by Howarth. The irregularity did not pass unnoted this time, and a foul was awarded. The "Vics" could not improve on this slight advantage, and Gidley, in returning an easy ball from centre, encoined a corner, which was beautifully placed by Bond. The "Vics" custodian, in a crowded goal, made a good attempt to fit out a header, but the ball glanced over his hand and into the net for the third time. Continuing, the "Vics" were forced to concede two corners in succession—one on their right and another on their left wing. Neither was converted, but the Siege Train had the happiest possible look in not scoring off the second, the ball striking the "Vics" twice. Taken into centre, the sphere was sent here and there for a time, but again found its way into the ground of the "Vics," and Gidley quite retrieved previous mistakes by stopping a swift shot in close quarters. A break by the "Vics," who appeared to be making one more bid to wipe out part of their defeat, ended, as usual, in a wide ball. Soon after, the Siege Train recorded the softest goal of the match. Blair sent in a scrawled ball from well out that was missed in turn by Fittcock and Gidley, the latter foolishly attempting to kick the ball when he had plenty of time to stop it by other and safer means. The fifth goal of the match, sent in by Blair from a long pass across the wing, was almost as easy. Gidley now appearing to be entirely lost and making practically no effort to save it. The game ended in an easy victory for the Siege Train by 5 goals to nil.

As has already been said, the V.R.C. had absolutely no chance in the game, the Siege Train outclassing them in every possible way. The defeated eleven, placed at a disadvantage by their being first off the lighter team, failed to improve their chances by the studied, careful play that was to be looked for under the circumstances. The only two players on their side were Seth and Lapaley; the latter alone was responsible for the saving of at least one goal in the first half, at a time when the field was cluttered round Gidley's charge, by stopping in splendid style two whistling shots from the opposing forwards.

Mr. J. A. Ross again filled the responsible position of referee.

To-day at 4.30, a practice match will be played between the Hongkong Football Club and H Company, Royal Welsh Fusiliers, who meet the Siege Train in the final for the Shield. The Club team is:—Goal—Lowe; backs—Hay and Howard; half-backs—Jenkins, Bonnar, and Porter; forwards—Clapham, Von der Pfordten, Noble, Tulloch, and Lee.

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## POLICE COURT.

Saturday, 10th March.

BEFORE MR. HAZELAND.

## SAMBAH CASE—HEAVY FINE.

Young On, a boiler-maker, of Tai Kok Tsui, denied that on the 15th inst. he sold sambah at the Cosmopolitan Docks without a license. Sergeant Macdonald, the complainant in the case, stated that at 6.30 p.m. on the 15th, accompanied by a Chinese detective, he went to the Cosmopolitan Docks. The detective went on ahead to the south gate of the dock, whilst the complainant hid himself on the hillside about twenty or thirty paces away. In about an hour's time two sailors from the U.S.S. Concord came to the dock-gate, and the defendant went up to them. After a short conversation he left the sailors, but presently returned carrying a bottle of sambah. He was in the act of handing it to the men when the Chinese detective arrested him.

His Worship found the charge proved, and imposed a fine of \$150, or two months' imprisonment.

## DESEIZING HIS SHIP.

John Croyler, of England, a seaman, for unlawfully and wilfully remaining in the colony on the 12th inst. and allowing his ship to sail without him, went to prison for one month in default of paying the fine of \$10 indicted.

## HOUSEBREAKING.

During the temporary absence of the inmates on the afternoon of the 15th inst., the first floor of a house at 26, Gough Street, was broken into, access being gained by removing the wooden bar of a side door. The tenant returned sooner than was apparently expected, and found a street coolie inside in the act of removing articles to the value of about \$9. He called a constable and had the housebreaker arrested.

Sentence of six weeks' hard labour was passed.

## RECKLESS RICKSHA COOLIE.

A coolie was charged with recklessly driving his ricksha in Queen's Road on the 15th inst. and colliding with another vehicle. He tried to pass the other ricksha, which was in front, but in doing so took the wheel off it and upset the vehicle.

The defendant pleaded guilty and expressed his willingness to pay the damage, which his Worship assessed at \$5.

## BEFORE MR. KEMP.

## EXTRACTING STONES FROM CROWN LAND.

Seven coolies and two married women were charged with extracting or splitting stones from Crown land at Hung Hom on the 15th inst. without a permit, from the Director of Public Work.

They pleaded not guilty, but were convicted on the evidence of Sergeant Gordon, of Hung Hom, the complainant in the case, and fined \$5, or 14 days' hard labour each.

## REVIEW.

From Portsmouth to Peking via Ladysmith with a Naval Brigade. By G. C. HONGKONG. Daily Press Office.

A PUBLICATION which deals with the stirring events leading up to the relief of Ladysmith, and those connected with the march to and relief of Peking, although late in the day, will ever be welcome to the vast body of the British reading public, and find a foremost place among the principal treasures of the book-shelves of the day. From Portsmouth to Peking via Ladysmith with a Naval Brigade, is a welcome addition to the current literature dealing with the same subject, and is written by a naval man, who, under the cognomen of G. C., gives a succinct account of the work done by the Naval Brigade in South Africa and China, as well as a faithful illustration of the events which have happened during the commission of H.M.S. Terrible which is just drawing to a close. It contains much that is new, and from cover to cover abounds in anecdotes, incident, description, and sketches, alike instructive and amusing. It gives its readers a sound technical view of the means employed in the great military achievements of the "Handy-man" without disturbing the continuity of style and consistency in the narrative, and without involving the reader in a mass of nautical or technical terms. The style aimed at throughout is bright, crisp, and interesting, here and there relieved by poetical sketches illustrative of passing scenes, and interspersed with maps outlining in every detail the geographical positions taken by the Brigade on their meritorious journeys afoot. The author in his explanatory note says:—"The book has been written from a Naval standpoint, and in a narrative rather than in diary form, in order to try and make its contents more interesting reading than is usually possible with the latter style, and approximate accuracy in each subject has been the writer's main object." It is in this case in detail that has more than once enabled the author to correct many of the errors of his predecessors, and even those of his superior authorities, whose official reports he quotes at considerable length, and it is this "approximate accuracy" which makes the work such a praiseworthy contribution to the current literature of its kind. We predict for it, at a dollar a copy, a large and increasing sale.

## BEWARE

of the Party offering imitations of MACNIVEN & CAMERON'S PENS. They come as a joke and a blessing to men. The Plover, the Owl, and the Waverley Pen. Sold at all Stations. Macniven & Cameron, Ltd., Waverley Works, Edinburgh. (1900-3)

## OUR INTERESTS IN NORTH CHINA.

## IMPORTANT NEGOTIATIONS.

At the present time negotiations are proceeding, which cannot fail in their result to have a very direct influence on British interests in North China, wrote a Globe correspondent last month. For some reason hard to understand, the British public seem to find a difficulty in the matter of themselves with affairs in the north of China, more particularly in the north east, although we have there the most important railway system of the Empire, owing its existence to British capital and enterprise, with the mineral resources of this rich province, including the coal mines, which supply fuel for every Chinese port, are also entrusted to the management of the Imperial Railway of North China, together with the Kaiping Coalfield, 80 miles to the north-west of Peking, owned by the Chinese North-China Railway and Mining Company, which was subsequently controlled by the Imperial Government. Chang Yen Mew being appointed Administrator of the Railway and Minister of the Mines of Chi-li. In his capacity of Imperial Commissioner Chang Yen Mew was granted a concession to a syndicate to work the railway and the mines, but for the whole of the minerals of this richly mineralised province. On the syndicate are represented English (predominantly), Belgians, and Chinese, and some Germans. The control of affairs has, so far, remained in the hands of the British. The company is also to have control of the heart of China, Wang-tao, and of the various deposits of the original concern at the treaty ports. The coal of North China includes fuel which is declared by experts to be as good as the Welsh coal and just as smokeless. English experts have been supported by Belgians in this statement, and considering how important it is for the ships of our Navy to be able to use coal in China with smokeless coal, it is a matter of equal importance that British influence, which is at present predominant, should not be weakened.

No words need be wasted to show at the same time that if any other Power could obtain supreme control of the syndicate it would have its hand on the coal output of the Kaiping field, and thereby be able to check as it pleased the amount of smokeless coal available for our warships at the various ports. This is where the interest and importance of the present negotiations come in. A tempting offer has been made to the syndicate, which it accepted would undoubtedly change the balance of power to the detriment of British political interests, although so far as the capitalists interested, as financiers would have nothing to grumble at. Russia has given up her temporary possession of the Northern Railway since the Boxer trouble, but has not yet left the mines. Belgians are working to secure the control of the railway, mines, and port syndicate. Belgians in the final result, and China mean Russians in the final result, and the facts cannot be so easily brushed aside. So far, it is all a matter of E.A.D. business propositions alone are being discussed, but underneath them lies the vastly important consideration of the ultimate control at home and Government influence and only been more strongly exercised in the past. There would be no fear of any weakening on the part of private capitalists, who have so long fought of political battles at Board Room tables. Let us hope that very soon we shall be able to record yet another instance of the sturdy patriotism of the Englishman in China. For the present it would be impolitic to write with more definiteness, but at the proper time (and that very shortly) it will be possible to tell the latest story of financial and political intrigue, wherein, apparently, the puppets are the capitalists and the moving influences the Chancelleries of Europe.

## FROM CROMWELL TO VICTORIA.

The lives of a father and son, William and James Horrocks, bridged, curious to say, the long interval between the days of the Commonwealth and the reign of Queen Victoria, with a year or two to spare. The elder first saw the light during the last years of Cromwell; he married at the age of twenty, and had a son born in the reign of Charles II. In 1747, while an octogenarian, he was wedded for the second time to a young woman, who three years later presented him with a boy. Horrocks junior lived to the age of 100, and died in 1844. He could boast that his father first set eyes on the wicked world in the days of Cromwell, while he had a half-brother born during the rule of the Merry Monarch.

But while a father and son between them lived under two monarchs and the Commonwealth, there was one lady who alone was almost as many rulers. The following epitaph is to be found in Dalkoth Churchyard, over the grave of Margaret Scott:—  
Stop, passenger, until my life you read; The living may get knowledge by the dead. Five times five years I lived a maiden's life; Ten times five years I lived a widow's life. Now, weary of this mortal life, I rest. Between my cradle and my grave have been Eight mighty Kings of Scotland and a Queen. Five times five years the Commonwealth I saw.

Ten times the subjects rose against the law. Twice did I see old prelate pulled down, And twice the clock was humbled by the gown. An end of Stewart's Race I saw; my more, My native country sold for English ore. Such desolations in my life have been: I have an end of all perfection seen.

This lady was born in 1613, and lived to the age of 125, and therefore must have lived through the following list of rulers:—James I., Charles I., the Commonwealth and Oliver Cromwell, as Protector, Charles II., James II., William III. and Mary, Anne, George I., and George II.

## EUROPEAN NAVAL EXPENSES.

When we are considering the enormous expenditure upon the British Navy, it should be borne in mind that several other countries pay far more heavily in proportion to their size in the naval interests—for which the navy is in the nature of an insurance—than does the United Kingdom. Taking last year's figures it appears that less than 20 millions were spent upon the sea-going force, while our imports and exports by sea were valued at over 750 million pounds. The naval expenditure is therefore less than one-thirtieth of that of the seaborne commerce of the country, leaving out of account the vast trade between the colonies and foreign countries, which trade has likewise to be guarded by the British Navy. No other Empire is scattered across the oceans like our own, yet we, flagging competitors, with far smaller responsibilities, paying larger proportionate amounts for their fleets.

## MINING IN THE DUTCH INDIES.

Mr. J. M. Kaufmann, M. and C.E., mining expert of long and varied Australian experience, is re-visiting the States of the Commonwealth in the after some years' professional service in the Dutch East Indies. His time has been largely devoted to Celebes, respecting which he furnishes the following details to the most important paper. He considers Celebes to be the most important mining island in the Malay Archipelago, speaking on the subject of its mineral resources and possibilities, he said:—"The mines at some of the mines are considerably larger than any I have ever seen in Australia. Take the mines at the Pango mines, for instance. The engineer there has opened up a series of three gold-bearing lodes, which in shape form an irregular triangle. The smallest average width of these lodes is 8 feet, the greatest is 20 feet. Assays and bulk tests have given a return of 105.500 of gold per ton, the cash value of which is £1.18, the gold being very pure. The outcrop is 600 feet below the lowest workings. A shaft has been sunk to a depth of 50 feet, below that again, thus giving an evidence of an enormous body of ore in the vicinity. Natives are principally employed at the mine. They are paid about 10d. per day per man but it takes two natives to do as much work as one white man, so the cost of labour is therefore about 1s. 6d. per ton. The company supplies the natives with food at the cost price in the coast towns, and finds them shelter. The methods of extraction are similar to those which are in any new mining district. A stamp battery has just been introduced at the Pango, the stone being easily susceptible to the free milling treatment. The free milling tests gave 24 per cent. less than the assay tests. The Pango is situated about 45 miles from the coast, and is difficult of access, owing to the heavy nature of the route. It is at a high elevation, and stands about 2,000 feet above the sea-level. There is any amount of water available, and the machinery is driven by water-power. Altogether there are between 60 and 70 concessions at work on the island, some of which are extraordinarily rich in minerals. Much developmental work is going on at the concessions and mining engineers and practical working miners are constantly being engaged in Australia, America, and England, to perform the necessary work. I am certain that the mining possibilities in Celebes are greater than any I have ever seen in the Australian States."

## TRADE MARK.

## SHERRIES.

	Seal.	Bottles.
DELICIOUS	Black	\$8.00
MONTILLA	Dark Red	9.00
MANZANILLA	Green	10.00
AMOROSO	Red	11.50
AMONTILLADO	White	14.00
VINO DE PASTO	Yellow	15.00
SOLERA	Blue	18.00
OLD BROWN	Black	20.00
SUPERIOR AMONTILLADO	White	24.00
N.B.—Special quotations for Octaves, Quarter-casks and Hogsheads.		
Imported direct from one of the finest growers.		

## H. PRICE &amp; CO.

12, QUEEN'S ROAD.

Hongkong, 1st March, 1901. [616]

## NOTICE.

THE LAWN TENNIS TOURNAMENT of the HONGKONG CRICKET CLUB will COMMENCE on MONDAY, 8th April. Entries CLOSE on THURSDAY, 28th inst., at 9 P.M.

Names of competitors can either be entered on the Lists at the Cricket Club or can be sent in writing to the Lawn Tennis Sub-Committee at the Cricket Club. Hongkong, 15th March, 1901. [737]

## JUST ARRIVED.

## MADAME ZARIA.

THE FAMOUS AMERICAN

FORTUNE TELLER.

Will stay for a short time in Hongkong. Consultations from 9 A.M. to 12 (NOON), and from 3 P.M. to 7 P.M., at No. 3, DUNDRELL STREET, Room No. 15, Second Floor.

High Certificates from good authorities. Hongkong, 15th March, 1901. [749]

## QUAN WAH &amp; CO.

DEALERS IN

ITALIAN MARBLE AND GRANITE

MONUMENTS.

DESIGNS &amp; PRICES ON APPLICATION

at No. 1, Queen's Road East, Hongkong

Hongkong, 17th October, 1899. [743]

## BAILEY &amp; MURPHY.

CONSULTING ENGINEERS AND

SURVEYORS.

60 &amp; 62, DES VUEX ROAD.

Telephone No. 187. Telegrams "Contract."

W. S. BAILEY, M.E. MECH. E.

E. O. MURPHY, W.B. SC. A.M.E. MECH. E.

Hongkong, 4th January, 1901. [13]

## PORTLAND CEMENT

J. B. WHITE &amp; BROS

SOLE AGENTS FOR CHINA.

HOLLIDAY, WISE &amp; CO.

Hongkong, 10th September, 1899. [760]

## COLD STORAGE.

THE HONGKONG ICE COMPANY, LIMITED

is now prepared to receive perishable provisions for Cold Storage at EAST POINT at Moderate Rates.

Wm. PARLANE, Manager.

Hongkong, 17th February, 1899. [65]

## INTIMATIONS

## EYE-SIGHT.

Mr. N. LAZARUS.

Oculist-Optician, of London, and Calcutta, may be consulted for SPECTACLES at 16, Queen's Road Central (R. HOUGHTON & Co.) (Nearly opposite the HONGKONG HOTEL).

Business Hours: ... 9 a.m. to 5 p.m.

## A

Great proportion of cataracts and diseases affecting those advancing in life occur to these having some deficiency in the construction of the eyes—the many years of "Eye Strain" ending in serious forms of disease. Glasses specially adapted in youth to those requiring them save and preserve the sight.

Constantly recurring headaches, spells of dimness when reading, weak eyes, the letters running together; any of these symptoms indicate a deficiency in the form of the eye requiring Glasses only to correct and cure.

Mr. LAZARUS supplies his SPECTACLES only after testing the sight.

## ADVICE FREE.

C. E. WARREN.

BUILDING CONTRACTOR.

No. 25, ABERDEEN STREET.

## SANITARY APPLIANCES SUPPLIED

AND FIXED DRAINS, TRAPS,

WASTE PIPES, &amp;c., CLEANSED AND

REPAIRED.

Sanitary Board Notices receive prompt attention.

## INSURANCES

AACHEN AND MUNICH FIRE INSURANCE CO.

OF AIX-LA-CHAPELLE.

THE Undersigned, having been appointed

AGENTS for the above Company, are

prepared to ACCEPT RISKS against FIRE

at Current Rates.

REUTER, BROCKELMANN &amp; CO.,

Agents.

Hongkong, 21st April, 1897. [14]

## "L'UNION"

FIRE INSURANCE COMPANY, LD.

(Established 1829).

THE Undersigned, having been appointed

GENERAL AGENT for the above

Company, is prepared to ACCEPT RISKS

at current rates.

Claims settled direct without reference to the

Head Office.

A. R. MARTY,

Agent.

Hongkong, 1st August, 1900. 2794

## "L'URBAINE"

FIRE INSURANCE COMPANY, LD.

(Established 1888).

THE Undersigned, having been appointed

GENERAL AGENTS for the above

Company, are prepared to ACCEPT RISKS

at current rates.

P. LEMAIRE &amp; CO.

Hongkong, 7th February, 1901. [439]

## SALAMANDER FIRE INSURANCE

COMPANY.

THE Undersigned, having been appointed

AGENTS for the above Company, are

prepared to ACCEPT RISKS against FIRE

at Current Rates.

HOTZ, JACOB &amp; CO.

Hongkong, 2nd April, 1900. [39]

## NORTH BRITISH AND MERCANTILE

FIRE INSURANCE COMPANY.

TOTAL FUNDS AT 31st DECEMBER, 1899

£14,409,059.

I. AUTHORIZED CAPITAL.....£3,000,000 0 0

SUBSCRIBED CAPITAL.....2,750,000 0 0

PAID-UP CAPITAL.....687,500 0 0

II. FIRE FUNDS.....2,731,183 13 7

The Undersigned, having been appointed

AGENTS for the above Company, are

prepared to ACCEPT RISKS against FIRE at

Current Rates.

SHEWAN, TOMES &amp; CO.,

Agents.

Hongkong, 22nd June, 1900. [1872]

## SUN INSURANCE OFFICE, LONDON

FOUNDED 1710.

The Undersigned, having been appointed

AGENTS for the above Company, are

prepared to ACCEPT RISKS against FIRE

at Current Rates.

SIEMSEN &amp; CO.,

Agents.

Hongkong, 16th May, 1892. [30]

## TRANSATLANTIC FIRE INSURANCE

COMPANY OF HAMBURG

The Undersigned, having been appointed

AGENTS for the above Company, are

prepared to ACCEPT RISKS against FIRE at

Current Rates.

SIEMSEN &amp; CO.,

Agents.

Hongkong, 16th November, 1872. [29]

## PHENIX FIRE OFFICE

The Undersigned are now prepared to

GRANT POLICIES of INSURANCE

against FIRE at Current Rates.

DOUGLAS LAPRAIK &amp; CO.,

Agents for the Phoenix Fire Office.

Hongkong, 17th August, 1887. [32]

## THE WESTERN ASSURANCE COM-

PANY OF TORONTO, CANADA.

INCORPORATED 1851.

CAPITAL.....£410,000.

The Undersigned, having been appointed

AGENTS for the above Company, are

prepared to ACCEPT RISKS against FIRE

at Current Rates.

Wm. MEYERINK &amp; CO.,

Agents.

Hongkong, 18th May, 1900. 1512

## NORTH GERMAN FIRE INSURANCE

COMPANY OF HAMBURG.

The Undersigned, AGENTS of the above

Company, are PREPARED to ACCEPT First

Class Foreign and Chinese Risks at Current

Rates.

SIEMSEN &amp; CO.

[31]

## TO LET.

## TO LET.

WITH IMMEDIATE POSSESSION.

No. 9, SEYMOUR ROAD.

Apply to—

S. B.,

Care of Daily Press Office.

Hongkong, 14th March, 1901. [740]

## TO LET.

"STORY BROOK COTTAGE" (with

GARDEN), and

RICHMOND TERRACE—Nos. 2 &amp; 3.

Possession on 1st April; No. 6, Immediate

Possession.

Apply to—

LAU CHU PAK,

Care of A. S. Watson &amp; Co., Ltd.

Hongkong, 1st March, 1901. [612]

## TO LET.

TWO ROOMS, in Queen's Road Central,

for SEVEN MONTHS. Suitable for

Living Rooms or Offices. Fully furnished.

May be rented together or separately.

Apply—

MANAGER,

Hongkong Daily Press Office.

Hongkong, 12th March, 1901. [717]

## TO LET.

No. 5, MORRISON HILL.

Apply to—

G. C. ANDERSON,

20, Des Vaux Road.

Hongkong, 15th March, 1901. [736











## VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BIRTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON	DEUCALION	Brit. str.	—	C. F. Preston, R.N.R.	BUTTERFIELD & SWIRE	To-morrow.
LONDON, &c. VIA PORTS OF CALL	PLASSY	Brit. str.	—	P. & O. S. N. Co.	BUTTERFIELD & SWIRE	On 30th inst. at Noon.
LONDON	STENTOR	Brit. str.	—	G.M. Montford, R.N.R.	BUTTERFIELD & SWIRE	On 2nd April.
LONDON	BOHEMIA	Brit. str.	—	—	P. & O. S. N. Co.	On or about 6th April.
LONDON	IONIA	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 10th April.
LONDON	AGAMEMNON	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 20th April.
LIVERPOOL	TANTALUS	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 20th inst. at Noon.
BREMEN, VIA PORTS OF CALL	HAYREN	Ger. str.	—	H. Blecker	MELCHERS & CO.	On or about 18th inst.
MARSEILLES, HAVRE, CHAGEN, & BALTIC PORTS	ANNAM	Dan. str.	—	Berg	P. & O. S. N. Co.	On or about 21st inst.
MARSEILLES & LONDON	BANCA	Brit. str.	—	G. W. Babot	NIPPON YUSEN KAISHA	On 22nd inst. at Daylight.
MARSEILLES, LONDON & ANTWERP, &c. SPORE &c.	BINGO MARU	Jap. str.	—	F. Davies	MESSAGERIES MARITIMES	On 25th inst. at 1 P.M.
MARSEILLES, &c. VIA PORTS OF CALL	ANNAM	Brit. str.	—	—	CARLOWITZ & CO.	On or about 18th inst.
HAYRE, BREMEN & HAMBURG	PREIBURG	Ger. str.	—	Proesch	CARLOWITZ & CO.	On or about 27th inst.
HAYRE & HAMBURG	MARBURG	Ger. str.	—	c. Binzer	CARLOWITZ & CO.	On or about 4th April.
HAYRE & HAMBURG	SAVOIA	Ger. str.	—	Behrens	CARLOWITZ & CO.	On or about 8th April.
HAYRE & HAMBURG	BAMBERG	Ger. str.	—	Jacobs	CARLOWITZ & CO.	On or about 15th April.
TRIESTE, &c. VIA PORTS OF CALL	CHINA	Aus. str.	—	Leva	SANDER, WIELER & CO.	On 21st inst. at Noon.
NEW YORK VIA PORTS & SUEZ CANAL	GYMERIC	Brit. str.	—	—	DODWELL & CO. LIMITED	Quick despatch.
NEW YORK VIA SUEZ CANAL	ALBION	Ger. str.	—	Petersen	CARLOWITZ & CO.	On 21st inst.
VANCOUVER, VIA SHANGHAI, &c.	EMPEROR OF CHINA	Brit. str.	—	R. Archibald, R.N.R.	CANADIAN PACIFIC R. CO.	On 29th inst.
VICTORIA, B.C., & TACOMA VIA SHANGHAI, &c.	QUEEN ADELAIDE	Brit. str.	—	F. McNair	DODWELL & CO. LIMITED	On or about 10th April.
VICTORIA, B.C., & TACOMA VIA SHANGHAI, &c.	TARTAR	Brit. str.	—	G. D. Bowles, R.N.R.	CANADIAN PACIFIC R. CO.	To-morrow, at Noon.
SAN FRANCISCO VIA AMOY, &c.	DORIC	Brit. str.	—	—	TOYO KISEN KAISHA	On 28th inst. at Noon.
SAN FRANCISCO VIA SHANGHAI, &c.	NIPPON MARU	Jap. str.	—	—	PACIFIC MAIL S. S. CO.	On 30th April, at Noon.
SAN FRANCISCO VIA SHANGHAI, &c.	CITY OF PEKING	Amer. str.	—	—	BUTTERFIELD & SWIRE	On 30th inst.
SAN DIEGO, &c. VIA MOJIL, &c.	STRATHOYLE	Brit. str.	—	George	GIBB LIVINGSTON & CO.	On 21st inst. at 5 P.M.
AUSTRALIAN PORTS	ARLIE	Jap. str.	—	N. Tate	NIPPON YUSEN KAISHA	On 29th inst. at 4 P.M.
AUSTRALIAN PORTS	ROSETTA MARU	Jap. str.	—	—	BUTTERFIELD & SWIRE	On 1st April.
AUSTRALIAN PORTS	TAKESHI	Aus. str.	—	Mitis	SANDER, WIELER & CO.	On 21st inst. at Noon.
YOKOHAMA & KOBE	RAUNORSHIRE	Brit. str.	—	Burch	SHAW, TOMES & CO.	To-day, at 5 P.M.
NAGASAKI	BENCLUECH	Brit. str.	—	Thomson	GIBB LIVINGSTON & CO.	On 22nd inst. at Noon.
NAGASAKI, KOBE & YOKOHAMA	YAWATA MARU	Jap. str.	—	A. E. Moses	NIPPON YUSEN KAISHA	On 25th inst. at Noon.
NAGASAKI, KOBE & YOKOHAMA	YAMAGUCHI MARU	Jap. str.	—	T. Murai	EAST ASIATIC TRADING CO. LD.	To-day, at 4 P.M.
MOJIL, KOBE & YOKOHAMA	LYEEMOON	Ger. str.	—	Heuermann	BUTTERFIELD & SWIRE	To-day.
SHANGHAI	PAKHOL	Brit. str.	—	Matcovich	SANDER, WIELER & CO.	To-day, P.M.
SHANGHAI	MELPOMENE	Aus. str.	—	Knoop	EAST ASIATIC TRADING CO. LD.	On 22nd inst. at 4 P.M.
SHANGHAI	LOONGMOON	Ger. str.	—	Lehmann	SIEMSEN & CO.	On 22nd inst. at 4 P.M.
SHANGHAI	PLANDIA	Brit. str.	—	C.F. Lockstone, R.N.R.	P. & O. S. N. Co.	On or about 27th inst.
SHANGHAI & JAPAN	GARFON	Brit. str.	—	L. M. Wilmer, R.N.R.	P. & O. S. N. Co.	On or about 30th inst.
SHANGHAI	SOBRON	Ger. str.	—	O. Coppers	MELCHERS & CO.	Quick despatch.
SHANGHAI, NAGASAKI, HIGO & YOKOHAMA	KONG ALBERT	Brit. str.	—	S. Atsumi	BUTTERFIELD & SWIRE	On 21st inst.
TAIWAN FOO	HOHOW	Brit. str.	—	K. Sudzuki	MITSUBI BUSSAN KAISHA	On 27th inst. at Daylight.
FOOCHOW VIA SWATOW & AMOY	ANPING MARU	Jap. str.	—	—	MITSUBI BUSSAN KAISHA	On 20th inst. at Daylight.
SWATOW, AMOY & TAIWAN FOO	AKASHI MARU	Jap. str.	—	—	BUTTERFIELD & SWIRE	To-morrow.
AMOY & SHANGHAI	ICHANG	Brit. str.	—	K. Sobajima	MITSUBI BUSSAN KAISHA	On 24th inst.
TAMSUI VIA SWATOW & AMOY	MAIZURU MARU	Jap. str.	—	Weigall	JARDINE, MATHESON & CO.	On 21st inst. at 4 P.M.
MANILA	TAIYUAN	Brit. str.	—	J. G. Offert	BUTTERFIELD & SWIRE	On 9th April.
MANILA	CATHERINE APCAR	Brit. str.	—	R. I. L. Cook, R.N.R.	DAVID SASSON, SONS & CO.	To-morrow, at 3 P.M.
SINGAPORE, PENANG & CALCUTTA	MAZAGON	Brit. str.	—	—	P. & O. S. N. Co.	On or about 26th inst.
STRAITS, COLOMBO & BOMBAY	—	—	—	—	—	—

## SHIPPING.

## ARRIVALS.

Mar. 16, LYEEMOON, German steamer, 1,234, Heuermann, Canton 15th March, General—EAST ASIATIC TRADING CO.

Mar. 16, MACEDONIA, British str. 1,045, Montford, Swatow 15th March, General—JARDINE, MATHESON & CO.

Mar. 16, SULLBERG, German str. 782, Jensen, Haiphong 14th March, General—A. R. MARTY.

Mar. 16, FLANDRIA, German str. 2,098, Knoop, Shanghai 15th March, General—SIEMSEN & CO.

Mar. 16, THERUBAN MARU, Jap. str. 2,560, Narasaki, Moji 30th March, Coal—M. B. KAISHA.

Mar. 16, AKASHI MARU, Japanese str. 974, Sudzuki, Amoy and Swatow 15th March, General—M. B. KAISHA.

Mar. 16, HONGKONG, French str. 733, Pannier, Haiphong and Kailow 15th March, General—A. R. MARTY.

Mar. 16, LOONGMOON, German steamer, 1,245, Knoop, Shanghai 15th March, General—E. A. TRADING CO. LTD.

Mar. 17, CANTON, British str. 1,110, Lawrence, Wuhu 12th March and Chinkiang 13th, General—JARDINE, MATHESON & CO.

Mar. 17, DEUCALION, British str. 4,476, Key, Yokohama and Amoy 16th March, General—BUTTERFIELD & SWIRE.

Mar. 17, LOONGMOON, British str. 1,092, G. S. Weigall, Manila 14th March, Sugar—JARDINE, MATHESON & CO.

Mar. 17, MELPOMENE, Austrian str. 1,254, C. Matcovich, Trieste and Singapore 10th March, General—SANDER, WIELER & CO.

Mar. 17, PLANDIA, British steamer, 820, A. J. Robson, Swatow 16th March, General—DOUGLAS LARSEN & CO.

Mar. 17, PAKHOL, British str. 1,248, Williams, Canton 17th March, General—BUTTERFIELD & SWIRE.

Mar. 17, TOONAN, American str. 856, Blethen, Canton 17th March, General—CHINESE.

## CLEARANCES.

## AT THE HARBOR MASTER'S OFFICE.

16th March.

Glenfiddich, British str., for Amoy.

Dojin Maru, Japanese str., for Swatow.

Emma Lykes, Norwegian str., for Saigon.

Michael Leiva, German str., for Haiphong.

Taiyuan, German str., for Chiofo.

Taiyuan, British str., for Moji.

Formosa, British str., for Amoy.

Hailan, British str., for Swatow.

Loyal, German str., for Canton.

Macedonia, British str., for Canton.

Lothair, Italian bark, for Calcutta.

Hailong, British str., for Shanghai.

Hailong, British str., for Haiphong.

Guang, British str., for Shanghai.

Dunard, British str., for Amoy.

Potogova, British str., for Singapore.

Fushui, British str., for Shanghai.

Tsui Maru, Japanese str., for Shanghai.

## DEPARTURES.

Mar. 16, BENGA, British str., for Europe.

Mar. 16, VALE OF DOON, Brit. bark, for Rajang.

Mar. 16, TETARTOS, German str., for Saigon.

Mar. 16, WHAMPOL, British str., for Canton.

Mar. 16, PATHAN, British str., for Moji.

Mar. 16, P. C. K. LAO, Brit. str., for Bangkok.

Mar. 16, TAICHOW, German str., for Canton.

Mar. 16, PATROGLA, British str., for Canton.

Mar. 16, PUSUN, British str., for Shanghai.

Mar. 16, TOSU MARU, Jap. str., for Manila.

Mar. 16, DAMAN, British str., for Swatow.

Mar. 16, HAILONG, British str., for Canton.

Mar. 16, TANTALUS, British str., for Haiphong.

Mar. 17, DALIN MARU, Jap. str., for Swatow.

Mar. 17, GLENFALLON, British str., for Amoy.

Mar. 17, FORMOSA, British str., for Amoy.

Mar. 17, KAFAN, British str., for Swatow.

Mar. 17, MACEDONIA, British str., for Canton.

Mar. 17, CRUSAN, British str., for Shanghai.

Mar. 17, LOONGMOON, German str., for Canton.

Mar. 17, M. JENSEN, Ger. str., for Haiphong.

Mar. 17, TAIYU, German str., for Chiofo.

Mar. 17, LOVAL, German str., for Chiofo.

Mar. 17, EMMA LYKES, Norw. str., for Saigon.

## VESSELS IN DOCK.

Kowloon Dock—U.S.S. Isla de Luzon, U.S.S. Bennington, U.S.S. Turkmen, U.S.S. Chingta, S.M.S. Hertha, Hainan, China, Glenogic, Hailan, Tai On, H.M.S. Centurion, U.S.S. Newark.

COSMOPOLITAN Dock—U.S.S. Concord, Honam, Nanking.

## SHIPPING REPORTS.

The British steamer *Thales*, from Swatow 16th March, had fresh N.E. monsoon and fine weather. Vessels in Swatow—*Kremlin*, *Wenchow*, *Tientsin*, *Taichow*, *Singao* and *Dagbrook*.

The British steamer *Loongmoor*, from Manila 14th March, had moderate northerly breezes till approaching Hongkong; from thence to port fresh monsoon and rough sea, weather overcast and lazy.

## VESSELS ON THE BERTH

## FOR SHANGHAI.

## "LYEEMOON"

Captain Heuermann, will be despatched for the above port TO-DAY, the 18th inst. at 4 P.M. The steamer has superior accommodation for First and Second Class Passengers. For Freight or Passage, apply to EAST ASIATIC TRADING CO. LD. Agents. Hongkong, 16th March, 1901.

## AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

## TEAM TO SHANGHAI.

## "MELPOMENE"

Captain Matcovich, will leave for the above place TO-DAY, the 18th inst. P.M. For Freight or Passage, apply to SANDER, WIELER & CO. Agents. Hongkong, 13th March, 1901.

## THE EAST ASIATIC COMPANY, LIMITED.

## FOR MARSEILLES, HAVRE AND COPENHAGEN VIA BALTIC PORTS.

## THE Company's Steamship

## "ANNAM"

Captain Berg, will be despatched as above about the 18th inst. This steamer is fitted throughout with electric light, carries a doctor, and having superior First Class Cabin accommodation and shipshape on the bridge deck, offers an excellent opportunity for passengers proceeding to Marseilles. For Freight or Passage, apply to MELCHERS & CO. Agents. Hongkong, 9th March, 1901.

## AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

## STEAM FOR SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUEZ, PORT SAID, FUMME AND TRIESTE.

(Taking cargo at through rates to the Brazils, to SOUTH AFRICA, RED SEA, LEVANT, VENICE and AEGEAN PORTS.)

THE Company's Steamship

"CHINA"

Captain Leva, will be despatched as above TO-MORROW, the 19th inst. P.M. For information as to Passage and Freight, apply to SANDER, WIELER & CO. Agents. Hongkong, 5th March, 1901.

## FOR SINGAPORE, PENANG AND CALCUTTA.

## THE Steamship

## "CATHERINE APCAR"

Captain J. G. Offert, will be despatched for the above ports TO-MORROW, the 19th inst. at 3 P.M. For Freight or Passage, apply to DAVID SASSON, SONS & CO. Agents. Hongkong, 14th March, 1901.

## AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

## STEAM TO YOKOHAMA AND KOBE.

## THE Company's Steamship

## "TRIESTE"

Captain Mitis, will leave for the above places on THURSDAY, the 21st inst. at Noon. For Freight or Passage, apply to SANDER, WIELER & CO. Agents. Hongkong, 13th March, 1901.

## NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C. AND TACOMA

IN CONNECTION WITH

NORTHERN PACIFIC RAILWAY COMPANY.

Steamer	Tons	Captain	Proposed Sailing
QUEEN ADELAIDE	2832	F. McNair	March 20
GLENGLUE	3750	W. Enkes	April 1
CLAVERING	3238	J. R. Rae	April 12
OLYMPIA	2837	J. Truebridge	April 26
TACOMA	2811	A. Dixon	May 17

The attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the U.N. ED STATES and to EUROPE.

HONGKONG TO LONDON, £52.

Excellent accommodation. First-class Table. Doctor and STEWARDERS carried. Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK, £48.

The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from Tacoma; Dining Car is attached to trans-continental trains day and night; TACOMA to NEW YORK in 43 days. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK, and VICTORIA and TACOMA, £25.

The best route to the KLONDIKE GOLD FIELDS. Frequent sailings from VICTORIA and TACOMA to DRYA and St. Michael.

Rate of Passage to other Points, on application.

A Special rate allowed to members of Government Service.

For further information as to Passage or Freight, apply to DODWELL & CO. LIMITED. General Agents.

Hongkong, 11th March, 1901.

## HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD.

## OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.)

## PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
FREIBURG	HAYRE, BREMEN & HAMBURG	About 18th March.
MARBURG	HAYRE & HAMBURG	About 27th March.
Saint c. Binzer	HAYRE & HAMBURG	About 4th April.
SAVOIA	HAYRE & HAMBURG	About 8th April.
BAMBERG	HAYRE & HAMBURG	About 15th April.
SIBIRIA	HAYRE & HAMBURG	About 22nd April.

These Steamers have Superior Accommodation for Passengers, and carry a Doctor and a Stewardess.

For further particulars as to Freight, Passage, etc., apply to CARLOWITZ & CO., AGENTS.

HAMBURG-AMERIKA LINIE, NORDDEUTSCHER LLOYD, OSTASIATISCHER FRACHTDAMPFER DIENST.

Hongkong, 12th March, 1901.

## PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS.
MARSEILLES AND LONDON	BANCA	About 21st March	Freight only.
STRAITS, COLOMBO AND BOMBAY	G. W. Babot	May	Freight only.
SHANGHAI AND JAPAN	M. R. L. Cook, R.N.R.	About 26th March	Freight only.
LONDON, &c.	C. F. Lockstone, R.N.R.	Apr. 27th	Freight or Passage.
SHANGHAI	C. F. Lockstone, R.N.R.	Noon, 30th March	See Special Advertisement.
LONDON	SOBRON	About 30th March	Freight or Passage.
SHANGHAI	L. M. Wilmer, R.N.R.	About 6th April	Freight or Passage.
LONDON	BOMBAY	Apr. 6th	Freight or Passage.

PASSENGER SEASON, 1901.

March 30th: MARSEILLES AND LONDON DIRECT.

April 27th: MAY Without Transshipment.

For Further Particulars, apply to H. A. RITCHIE, Superintendent.

Hongkong, 16th March, 1901.

## CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA, AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.

Twin Screw Steamships—8,000 Tons—10,000 Horse-Power—Speed 19 knots.

## PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

"EMPEROR OF CHINA" Comdr. R. Archibald, R.N.R. WEDNESDAY, 3rd April, 1901.

"EMPEROR OF INDIA" Comdr. O. P. Marshall, R.N.R. WEDNESDAY, 24th April, 1901.

"EMPEROR OF JAPAN" Comdr. H. Pybus, R.N.R. WEDNESDAY, 15th May, 1901.

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VAN COUVER in 12 DAYS, saving THREE DAYS as compared with the Trans-Pacific route. The CANADIAN PACIFIC RAILWAY, which leaves daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 8, and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of the Japanese Government.

The attractive features of this Company's route embrace its: PALATIAL STEAMSHIPS (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pender Street.

Hongkong, 14th March, 1901.

## IMPERIAL GERMAN MAIL LINE.

## NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN, HAMBURG.

PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS.

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LOGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

## PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
* BAYERN	ANTWERP, VIA SINGAPORE, PENANG, COLOMBO & PORT SAID	WEDNESDAY, 20th March.
* STUTTGART	ANTWERP, VIA SINGAPORE, PENANG, COLOMBO & PORT SAID	WEDNESDAY, 27th April.
* KONIG ALBERT	ANTWERP, VIA SINGAPORE, PENANG, COLOMBO & PORT SAID	WEDNESDAY, 17th April.
* PRINZESS IRENE	ANTWERP, VIA SINGAPORE, PENANG, COLOMBO & PORT SAID	WEDNESDAY, 1st May.
* PRINZ HEINRICH	ANTWERP, VIA SINGAPORE, PENANG, COLOMBO & PORT SAID	WEDNESDAY, 15th May.
* PREUSSEN	ANTWERP, VIA SINGAPORE, PENANG, COLOMBO & PORT SAID	WEDNESDAY, 29th May.
HAMBURG (Hamburg-Amerika Linie)	ANTWERP, VIA SINGAPORE, PENANG, COLOMBO & PORT SAID	THURSDAY, 13th June.
SAHOEN	ANTWERP, VIA SINGAPORE, PENANG, COLOMBO & PORT SAID	THURSDAY, 27th June.
KIAOTSCHOU (Hamburg-Amerika Linie)	ANTWERP, VIA SINGAPORE, PENANG, COLOMBO & PORT SAID	THURSDAY, 11th July.

\* Calling at Amsterdam.

ON WEDNESDAY, the 20th day of March, 1901, at Noon, the Steamship "BAYERN" of the NORDDEUTSCHER LLOY



# VESSELS ON THE BEATH. CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI	"PAKHOI"	On 18th March.
AMOI and SHANGHAI	"ICHAN"	On 18th March.
TAIWANFOO	"HOI-JOW"	On 23rd Mar.
MANILA	"TAIYUAN"	On 9th April.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"TAIYUAN"	On 9th April.

For Freight or Passage, apply to—

**BUTTERFIELD & SWIRE,**  
AGENTS.

Hongkong, 18th March, 1901.

## OCEAN STEAMSHIP COMPANY.

FROM	STEAMERS	DUK
GLASGOW and LIVERPOOL	"AJAX"	On 19th March.
GLASGOW and LIVERPOOL	"PYRRHUS"	On 2nd April.
FOR	STEAMERS	TO SAIL
LONDON	"DEUCALION"	On 19th March.
LONDON	"STENTOR"	On 2nd April.
LONDON	"IDOMENEUS"	On 16th April.
LONDON	"AGAMEMNON"	On 30th April.
LIVERPOOL	"TANTALUS"	On 16th April.

S.S. "TANTALUS" from GLASGOW and LIVERPOOL, has arrived and will sail for SHANGHAI and JAPAN on 16th inst.

For Freight, apply to

**BUTTERFIELD & SWIRE,**

AGENTS O. S. S. Co.

Hongkong, 16th March, 1901.

### OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) TUESDAY, Mar. 10, 1901, at Noon.

Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) SATURDAY, Apr. 13, 1901, at Noon.

Gallic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) TUESDAY, May 7, 1901, at Noon.

THE Company's Steamship "DORIC" will be despatched for SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU on TUESDAY, the 19th March, 1901, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates and particulars of the various Routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full, and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN,

Agent.

Hongkong, 26th February, 1901.

### INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"LOONGSANG" Captain Weirall, will be despatched as above on THURSDAY, the 21st inst., at 4 P.M.

This steamer has superior accommodation for First Class Passengers, is fitted throughout with Electric Light, and carries a Doctor.

For Freight or Passage, apply to

JARDINE, MATHESON & CO., General Managers.

Hongkong, 14th March, 1901.

### "BEN" LINE OF STEAMERS.

FOR NAGASAKI, KOBE AND YOKOHAMA.

THE Steamship

"BENLEUCH" Captain Thomson, will be despatched as above on THURSDAY, the 21st inst.

For Freight, apply to

GIBB, LIVINGSTON & CO., Agents.

Hongkong, 16th March, 1901.

# VESSELS ON THE BERTH FOR SHANGHAI

THE Steamship

"FLANDRIA" Captain Lehmann, will be despatched for the above port on FRIDAY, the 22nd inst., at 4 P.M.

For Freight, apply to

SIEMSEN & CO., Agents.

Hongkong, 14th March, 1901.

## COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

### NOTICE.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, BOMBAY, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX, ALSO PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 25th March, 1901, at 1 P.M., the Company's Steamship "ANNAM" Captain Seller, with Mail, Passengers, Specie and Cargo, will leave this port for MARSEILLES via BOMBAY.

This Steamer connects at COLOMBO with the s.s. *Australia*, which vessel takes on her Passengers and Mails leaving that port on the 6th April direct to Suez, Port Said and Marseilles.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon. Cargo will be received on board until 4 P.M., Specie and Parcels until 3 P.M. on the 24th inst. (Parcels are not to be sent on board; they must be left at the Agency's Office). Contents and Value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX,

Agent.

Hongkong, 13th March, 1901.

## U.S. MAIL LINE.

### PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

CITY OF PEKING (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) THURSDAY, Apr. 30, 1901, at Noon.

CHINA (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) SATURDAY, May 25, 1901, at Noon.

THE Company's Steamship "CITY OF PEKING" will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU on THURSDAY, the 30th April, 1901, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havre, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the office until 5 P.M. same day, all Parcel Packages should be marked to address in full, value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN,

Agent.

Hongkong, 13th March, 1901.

## CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE VIA CANADA AND THE UNITED STATES.

THE Company's Steamship

"TARTAR" (4,425 Tons) Captain G. D. BOWLES, S.N.E., will leave Hongkong on or about WEDNESDAY, the 14th April, 1901, taking Passengers and Cargo FOR VICTORIA and VANCOUVER, B.C. (via INLAND SEA, KOBE and YOKOHAMA).

Making close connection at Vancouver with the Canadian Pacific Railway for all points in Eastern Canada, the United States and Europe.

For Freight or Passage, apply to

D. E. BROWN, General Agent, Hongkong.

Hongkong, 8th March, 1901.

# VESSELS ON THE BERTH THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR FOOCHOW VIA SWATOW AND AMOI.

THE Company's Steamship

"ANPING MARU," Captain S. Asumi, will be despatched for the above ports on WEDNESDAY, the 27th March, at Daylight.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 13th March, 1901.

## THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship

"PLASSY," Captain C. F. Preston, R.N., carrying His Majesty's Mails, will be despatched from this port for Marseilles and London, on SATURDAY, the 30th March, at NOON, taking passengers and cargo for the above ports.

All Cargo for France and London will be conveyed direct without transshipment.

Cargo for Bombay will be transhipped at Colombo into the s.s. *Managon*.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to

H. A. KITCHIE, Superintendent.

Hongkong, 13th March, 1901.

## CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON, TOPEKA AND SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

TAKING CARGO AND PASSENGERS TO JAPAN PORTS AND HONOLULU.

THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, &c.

S.S. "STRATHGYLE" On 30th March

THE Steamship "STRATHGYLE" will be despatched for SAN DIEGO and SAN FRANCISCO via MOJI, KOBE and YOKOHAMA on 30th March.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All parcels should be marked to address in full. Values of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, 21st February, 1901.

## FOR NEW YORK VIA PORTS AND SUEZ CANAL.

THE Steamship

"GYMERIC" will be despatched for the above port about the end of March, 1901, and will be followed by the Steamships

"RICHMOND CASTLE," "PATHAN," "FERDENE," and "LOWTHER CASTLE."

For Freight, apply to

DODWELL & CO., LD., Agents.

Hongkong, 12th March, 1901.

## NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour—

ADOLPH ORRIS, American ship, Amesbury—Standard Oil Co.

MOZAMBIQUE, British ship, Robt. Clerance—Standard Oil Co.

SEA WITCH, American ship, Howes—Master.

HATTIE C. SMITH, American schooner, Riley—Master.

YOBARI AND SORACHI COALS.

HOKKAIDO TANKO TETSUDO KAISHA.

HOKKAIDO COLLIERY AND RAILWAY CO.

CAPITAL YEN 12,000,000

ANNUAL OUT PUT 800,000 TONS.

PORTS OF EXPORT—OTARU and MUROGAN.

THE celebrated Yubari and Sorachi Coals are widely known as the best and most economical Japanese Coals. The Coals can be obtained at Tokyo, Yokohama, Otaru, Murogan, Shanghai, Hongkong, and other principal ports.

OFFICE: MINAMI HIDAMACHI, TOKYO, JAPAN.

Telegrams: "TANKO" TOKYO; HUGHES & HOUGH, Agents for Hongkong.

TACK CHONG LOONG, NAVY & MILITARY TAILOR, DRAPER AND OUTFITTER.

CLOTHING made by hand, guaranteed perfect fit. Hats, Shirts, Socks, Silk Handkerchiefs, Boots, Shoes, &c. for Sale. New and Fashionable Goods. Prices very moderate.

No. 65, QUEEN'S ROAD CENTRAL, Hongkong, 18th October, 1900.

## WANTED IMMEDIATELY.

BY an Old Established Mercantile Firm, an EXPERIENCED SALESMAN, with a good knowledge of the Import Business. Apply in writing, giving full particulars, to "TRADE 1901,"

Care of Daily Press Office, Hongkong, 6th March, 1901.

## WANTED.

BY a GERMAN LADY, a SITUATION as HOUSE-KEEPER or NURSERY-GOVERNESS.

Reply to—

F. B., Care of Daily Press Office, Hongkong, 11th March, 1901.

## WANTED.

BY a YOUNG MAN, EVENING WORK, whether in the line of Bookkeeping, Revising of Accounts, Typewriting or General Office work. Hours—5.30 to 8 o'clock.

Apply to—

M. A. C., Care of Office of this Paper, Hongkong, 6th February, 1901.

## REQUIRED by a First Class Mercantile Firm in Hongkong, an Experienced Man of Business to act as COMPTROLLER.

The Highest References required. No one need apply unless he is prepared to give substantial security in the sum of \$100,000. Apply in writing to—

Messrs. JOHNSON, STOKES & MASTER, 12, Queen's Road Central.

Hongkong, 16th February, 1901.

## WANTED.

DULY QUALIFIED SURGEON for a Counting Steamer carrying Native Passengers.

Applications, stating terms, &c., to be addressed to—

"SURGEON," Care of Daily Press Office, Hongkong, 6th March, 1901.

## NOTICE.

TENDERS are hereby called for the ERECTION OF BRICK SHOPS at JESSELTON for the NORTH BORNEO GOVERNMENT, particulars of which may be seen at the Office of

Messrs. GIBB, LIVINGSTON & CO., Agents.

Hongkong, 14th February, 1901.

## THE BRITISH NORTH BORNEO CO.

APPLICATIONS are invited for the POSITION OF SUPERINTENDENT of PUBLIC WORKS and GOVERNMENT SURVEYOR. Applications and Copies of Testimonials to be sent to the undersigned, from whom terms may be learnt. Appointment to be taken up as soon as possible.

GIBB, LIVINGSTON & CO., Agents.

Hongkong, 26th January, 1901.

## THEODORO VAFIADIS & CO.

MANUFACTURERS OF

## HIGH CLASS

## EGYPTIAN CIGARETTES.

FACTORY, CAIRO (EGYPT)

CLOSE TO H.E. NUBAR PASHA'S PALACE.

BRANCHES.

BOMBAY ..... 20, Esplanade Road. | RANGOON ..... 72, Merchant Street.

CALCUTTA ..... 4, Dalhousie Square. | LONDON ..... 19, Basinghall Street, C.E.

ALWAYS FRESH AND RELIABLE AT THEIR AGENTS

## MESSRS. KRUSE & CO.,

HONG KONG.

## DINNEFORDS

The Universal Remedy for Acidity of the Stomach, Headache, Heartburn, Indigestion, Sour Eructations, Biliary Affections.

Sold "throughout the World."

N.B.—ASK FOR DINNEFORD'S MAGNESIA.

## GOLD MEDAL, Health Exhibition, London.

"The British Medical Journal" says—

"Benger's Food" has by its excellence established a reputation of its own."

The Lancet says—

"Mr. Benger's admirable preparation."

The London Medical Record says—

"It is invaluable."

This delicious, highly nutritive, and most easily digested Food has been very successfully used in England for many years in the rearing of infants, and by those whose digestive powers have been weakened by illness or age. It may now be obtained in sealed tins of Chemists, etc., throughout the Colonies and Abroad, and will prove a boon to Mothers and Nurses.

WHOLESALE OF ALL WHOLESALE HOUSES.

## BENGER'S

FOOD FOR INFANTS, INVALIDS



